

**Four Cities Coordinated  
Stevens Creek Trail Feasibility Study**

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**Review of Community Feedback  
Joint Cities Working Team Meeting Minutes**

MEETING LOCATION: Sunnyvale Community Center  
Neighborhood Room

MEETING DATE: March 11, 2013

MEETING TIME: 7:30 p.m. to 9:45 p.m.

**ATTENDANCE:**

**Elected Representatives**

Mayor Orrin Mahoney, Cupertino  
Councilmember Ronit Bryant, Mountain View  
Councilmember Tara Martin-Milius, Sunnyvale  
Councilmember Jeannie Bruins, Los Altos  
Nai Hsueh, Director, Santa Clara Valley Water District

**Staff Members**

Jack Witthaus, Transportation and Traffic Manager, Sunnyvale  
Katy Jensen, Capital Improvement Program Manager, Cupertino  
Cedric Novenario, Transportation Projects Manager, Los Altos  
Chris Elias, Lower Peninsula Watershed Deputy Operating Officer, SCVWD

**Consultants**

Jana Sokale, Principal Planner, Sokale Environmental Planning

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**These meeting minutes, if not corrected at the next meeting by any party in attendance, shall be acknowledged as an accurate report of the events that transpired at this meeting.**

- I. Findings from Public Meetings #2 and #3** – A total of 450 participants signed-in at the door during the last three community meetings. We received 227 general comment cards, 185 Los Altos/Sunnyvale and 103 Cupertino trail types, alignments and features assessment forms as a result of the meetings. The feedback contained in these forms is being entered into a database for analysis. Concerns were expressed about the length of the assessment form. However, the input provided by the public will be helpful in determining potential trail types and alignments and possible on-street features for providing a connection between Mountain View and Cupertino.

The vast majority of the comments cards were received from Sunnyvale, Los Altos and Cupertino residents. Key findings include support for extending the Stevens Creek Trail with a strong preference for a pathway within the creek corridor similar to the completed segments of the Stevens Creek Trail. The comments cards indicated the participants were aware that a gap in the creek corridor (public lands) exists beyond Fremont Avenue and an on-street route would be needed to link the trail. Community members completing the comment cards generally used the trail for

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recreation and exercise. Residents expressed the highest levels of support for extension the trail in the creek corridor, habitat restoration in conjunction with trail development and maintenance of the existing trail.

The street treatments dot exercise revealed that participants were most interested in a Class I bikeway serving as the Stevens Creek Trail. There was little interest in the street couplet or neighborhood greenway concepts, although these are very new ideas with few local examples.

The assessment surveys are being entered into a database by Sunnyvale staff. The findings from these surveys will be available at the next meeting.

### **II. Universe of Trail Alignments** – The potentially feasible trail alignments were briefly reviewed and possible additions to study discussed.

Class I Route along Bernardo – This route would require either the elimination of parking on Bernardo OR converting Bernardo to a one-way street to provide sufficient right-of-way to develop a landscaped trail along the soundwall. This option may include grade-separated crossings of Fremont Avenue and Homestead Road. These structures have not been fully analyzed but may include:

- an overpass at Fremont Avenue
- an overpass at Homestead Road possibly landing in the Highway 280 cloverleaf
- a crossing of Highway 280 at Homestead Road possibly with a parallel pedestrian overcrossing

Trail along Foothill Boulevard – The desire to improve Foothill Boulevard has been expressed in meeting and through the surveys. Existing bicycle lanes are on Foothill. Improvements at the Highway 280 overpass and other areas could be studied

### **III. Methods for Assessing Trail Routes** – Criteria and route mapping software for assessing potential trail routes were introduced. The general sentiment was to move forward with criteria for assessing routes without undertaken the route mapping techniques at this time. Members felt the valley topography was relatively flat and that the largest elevation changes would be associated with trail underpasses and overpasses which also convey a level of safety to the trail user even if the physical exertion to travel the route is greater. Specific trail criteria for the study will be presented at the next meeting.

### **IV. Next Steps** – The project team will complete data entry and analyze the assessment surveys.

### **V. Adjournment**

The meeting was adjourned at 9:30 p.m.